

# CACTUS COURIER



Col James Norvell, Commander



Lt Col Sharon M. Lane, PAO



JULY - 2003  
VOLUME 5, ISSUE 7

## NEW MEXICO WING

*Tell me and I forget; Show me  
and I remember; Involve me and  
I understand*

**Civil Air Patrol  
P.O. Box 5069  
Kirtland AFB, NM  
87185-5069**

NM WING WEBSITE  
<http://nmwg.cap.gov/>

National CAP HQ Website  
<http://www.capnhq.gov/>

### NM WING AWARDS NOMINATIONS DUE

*By Capt Roberta Himebrook,  
NMWGDP*

The award process must begin NOW, as this is a long process. **THE DEADLINE IS** Monday 4 Aug 2003 for any and all nominations and supporting data (early nominations appreciated). The Awards Committee is forming and will be making its recommendations to the Wing Commander for Awards and Scholarships to be presented at the Wing Conference in September. The nominations **must be sent to Roberta Himebrook** and can be, 1) emailed to [Himebrookr@totacc.com](mailto:Himebrookr@totacc.com) or 2) faxed to 505-437-7200. 3) mail to 602 Sunglow, Alamogordo 88310 (mailing to NM Wing HQ slows down the process)

**HOW TO NOMINATE FOR WING AWARDS** - Please submit the following: 1) Name of Award for which nomination is being made; 2) Nominee's full name, rank & squadron (if not individual award...just the squadron name); 3) Describe what makes this person or squadron deserving of this award; and 4) Submitter's name, rank and squadron. Consider Members or Squadrons whose performance during proceeding calendar year (unless otherwise specified in award) was above the expected. (If there are other awards you feel should be established or presented, also sent that information to Capt Himebrook for the Awards Committee's consideration.) Annual awards will be considered for the period 1 July 2002 – 30 June 2003.

#### **Individual/Family Awards**

Individual/Family: Decade of Dedication - the highest award NM gives and it recognizes contributions made over ten years to NM CAP.

Family of the Year - the single family, that has contributed to NM Wing in an exemplary manner.

Cadet of the Year - the cadet who has exemplified themselves as an outstanding member of NM Wing. (Note this is a different award than the nomination for National Cadet of the Year done by cadet Selection Committee in January -per National rules)

Senior Member of the Year - the Senior who has exemplified them self as an outstanding member of NM Wing.  
Squadron Commander of the Year - the Senior who was an outstanding squadron commander within the past year.  
Don Otis Communicator of the Year - (named for an individual who made "radioing" fun as he ran the HF radio net, etc) - the member who has exemplified Don's spirit.  
Public Affairs Officer of the Year - PAO with outstanding-contributions to Squadron or Wing.  
Outstanding ES Service - member who gave willingly & exceptionally  
Safety Officer of the Year - a Wing/Squadron Safety with exemplary performance  
Chaplain of the Year - Chaplain or Moral Leadership Officer with exemplary performance.  
NM Aerospace Education Cadet/Senior Member of the Year - for an outstanding aerospace project. (This could be two awards).

#### **Scholarships**

Traulsen Scholarship for National Staff College -- a CAP Major (rank) planning to attend National Staff College.  
Bob Haulenbeek COS Scholarship - A cadet attending the Cadet Officer School (At Maxwell AFB, Alabama)  
Flight Scholarship (for a limited number of lessons and flights) -- a cadet who is going to work on a private pilot's license for powered aircraft. (Use CAP Scholarship Form 95 pages 1, 2, and 3 without Wing CC signature)

#### **Squadrons Awards**

Squadron of the Year - the-squadron with exemplary performance in all phases of the CAP program.

Cadet Squadron of the Year - the cadet squadron with exemplary performance in the cadet program. (May send information to Director of Cadets Programs who will make the recommendations based upon OI DCP2 "Cadet Squadron of year Selection Criteria" Copy available on Wing web page)

ES Squadron of the Year - the squadron with exemplary performance in emergency services. (May send nomination information to the Director of Emergency Service who will make the recommendations).

Special Mission Squadron of the Year - The squadron with exemplary performance with missions outside of emergency services. (May send nomination to both Director of Counter-narcotics and Coordinator of BLM

*Flights who will jointly make the recommendation)*  
Brewer Aerospace Squadron Nomination  
*- the squadron with exemplary project in aerospace education. (May send nominations to the Director of Aerospace Education who will make the recommendation.)*



## **Aviation Directors Meet in New Mexico**

Once again the national meeting of the State Directors of Aviation, which includes all states and territories of our nation, was held Friday 13 June in Albuquerque. The NM Department of Aviation and the NM Air National Guard hosted the meeting. The NM Department of Aviation's director is John D. "Mike" Rice who is also a Brigadier General at the Guard. The Wyndham Hotel at the Albuquerque International airport was the site of the all-day meeting.

NM Wing CAP involvement included Chaplain (Col) Thomas Jackson, former NM Wing Chaplain, giving the opening prayer for the meeting. Chaplain Jackson has opened the meeting with prayer for the last three years the meeting has been held in Albuquerque.

The posting of the Colors was done by the cadets from Eagle Composite Squadron of Albuquerque. The Color Guard included C/CMSgt Cody L. Blevins, C/SMSgt Tyler J. Albright, A/SMSgt Adam L. Smock, C/TSgt John C. Decker, C/A1C Jennefer C. Decker, and C/A1C Michael J. Selph. Lt Col Paul Ballmer is the commander of the squadron. Chaplain Jackson said, "These young people make us very proud and they are a credit to the New Mexico Wing, USAF Auxiliary/Civil Air Patrol."



## **Kirtland's 377th Air Base Wing Changing Command**

*Provided by KAFB Public Affairs Dept*

KIRTLAND AIR FORCE BASE, NM – Air Force officials announced today that Colonel Kathleen D. Close, 377th Air

Base Wing Commander, has been selected to be the Vice Commander of the Oklahoma City Air Logistics Center at Tinker AFB in Oklahoma. The Change of Command for the 377 ABW is scheduled for July 10, 2003 at 8:00 a.m.

Assuming command will be Col. Henry L. Andrews Jr. Col Andrews is currently assigned to McGuire AFB, New Jersey, as the 305th Maintenance Group Commander. For the past four months, he has been serving overseas in Southwest Asia as the 305th Maintenance Group Commander. Since January 2002, Col. Close has overseen the wing's mission to provide munitions maintenance, readiness and base operating support for the third largest installation in Air Force Materiel Command. The wing is host to over 100 associate units including Air Force Research Laboratories, 58th Special Operations Wing, U.S. Department of Energy, and Sandia National Laboratories.



## **Embry-Riddle Alums!**

If you participated in aviation training either as a student or an instructor in Embry-Riddle's pre-university decades of the 1920s through the 1960s, Embry-Riddle Aeronautical University would love to hear from you. The university is in the midst of collecting and archiving the history of aviation at the institution as seen through the eyes of its graduates and instructors. Through The Heritage Project, you or someone you know, can help pass the legacy and story of this world class training facility to future generations. Whom to contact, to become another part of ERAU's history: While there are many ways to participate in this fascinating project, none is more important than sharing what you remember. If you would like to tell your Embry-Riddle training or aviation career story, please call or contact Dean Robert Rockett at 386-226-6026 or [Robert.Rockett@erau.edu](mailto:Robert.Rockett@erau.edu) to be interviewed, so that your reflections can be preserved. If you would like to contribute photographs or

memorabilia (program booklets, posters, historic aviation gear), please contact Alex Richmond, archivist, at 386-323-8093 or [Alex.Richmond@erau.edu](mailto:Alex.Richmond@erau.edu) to discuss how items can be sent.

Don't get 'disconnected' again - Embry-Riddle would like to stay connected with you. If you are not currently receiving information from the university, log on to [www.erau.edu/stayingconnected](http://www.erau.edu/stayingconnected). If you need more information about The Heritage Project and the special events that are planned for Embry-Riddle "alumni" and staff from 1926 to 1970, log on to [www.erau.edu/wingsandwaves](http://www.erau.edu/wingsandwaves) to add your name to the growing list of people who want to bring history alive. Join your colleagues and classmates at the Wings and Waves Air Show and Reunion in Daytona Beach, November 7-9. You can help keep the excitement and passion for flying alive for years to come, while preserving the legacy of Embry-Riddle.



## **CAP SQ CC SPEAKS AT SAN FELIPE PUEBLO**

*Following is a letter received by Capt David McClard, Los Alamos Composite Squadron. He filled-in for another pilot who was to have spoken at the San Felipe Pueblo NASA Lab at the San Felipe Elementary. Capt McClard said, " They have a cool The drive was a bit much but the kids had fun. We discussed basic aerodynamics and flying. Once we got going the students had a lot of questions. The NASA Lab teacher asked if I would return in the fall." (You are a brave man McClard! Ed.)*

Greetings to all. - I am sending this note to thank each of you for making time to travel to San Felipe Pueblo Elementary School several weeks ago to provide science workshops/presentations to the students. Special thanks to Dave McClard for filling in at the last minute. From my observations, the day worked out very well with good participation by the students.

Through informal interactions with teachers and students, the feedback was positive with requests for more of the same. Activities like these contribute to enhancing interest in science and technology.

Please feel free to provide feedback on any part of the activity, your ideas and suggestions are valuable and helps with future activities.

Your time, involvement and support are greatly appreciated and adds to the laboratory's overall goal to increase science education outreach throughout northern New Mexico. Again, thank you very much!

Barbara Grimes - American Indian Education & Employment Outreach-Government Relations Office - Los Alamos, NM 87545

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### COMPUTER VIRUS ALERT

*Submitted by Maj Nena Wiley, AZ Wing*

Due to an increase in the rate of submissions, Symantec Security Response has upgraded W32.Sobig.E@mm from a Category 2 to a Category 3 as of June 25, 03. W32.Sobig.E@mm is a mass-mailing worm that sends itself to all the email addresses that it finds in files with the following extensions: .wab .dbx .htm .html .eml .txt The email attempts to trick the recipient into believing it came from Yahoo (support@yahoo.com). The email message has the following characteristics: From: [support@yahoo.com](mailto:support@yahoo.com) (W32.Sobig.E@mm may also spoof the email From: field and use any available address.) Subject: The subject line will be one of the following:  
Re: Application Re: Movie Re: Movies Re: Submitted Re: screensaver Re: Documents Re: Application ref 003644 Re: Document Your application Application.pif Applications.pif movie.pif Screensaver.scr submitted.pif new document.pif Re: document.pif 004448554.pif Referer.pif

Attachment: The attachment name will be one of the following:  
your\_details.zip (contains details.pif)  
application.zip (contains application.pif)  
document.zip (contains document.pif)  
screensaver.zip (contains sky.world.scr)  
movie.zip (contains Movie.pif)

**NOTE:** W32.Sobig.E@mm worm de-activates on July 14, 03. What action can you take from here? Symantec Security Response posted virus definitions to protect against this threat on June 25, 03 (via LiveUpdate). All users of Norton AntiVirus who do not have up-to-date virus protection should immediately run LiveUpdate for protection from W32.Sobig.E@mm. Virus definitions are available via the LiveUpdate feature in the Norton AntiVirus product or the Symantec Security Response Web site: <http://securityresponse.symantec.com/avcenter/defs.download>. If you have been infected already, Symantec Security Response has created a tool to remove W32.Sobig.E@mm. <http://securityresponse.symantec.com/avcenter/venc/data>. Symantec Security Response encourages all Norton AntiVirus users to regularly download virus definitions in order to protect against future threats. For more information on how to run LiveUpdate, please go to <http://service.symantec.com/SUPPORT/sharedtech>.

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### CADET FREE UNIFORM VOUCHERS RETURNED

According to a recent email to Squadron Commanders from Lt Col Corliss Grubert-NM Wing Secretary - the free uniform vouchers that cadet member candidates submit with their applications are not valid -- for now. Grubert wrote, "I just got a letter from National Headquarters and several returned uniform vouchers. They have expended all of the funds for this program for the fiscal year." She continued, "The letter states that Free uniforms will not be available until they receive additional funds. The

letter also states that you may resume sending in vouchers for cadets joining in October." The returned vouchers were given to respective Squadron Commanders at their meeting on 14 June.

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### THOUSANDS OF PILOTS NOW KNOW BEFORE THEY GO

*Submitted by Lt Col Ric Himebrook NMWVC*

In less than a month, more than 2,000 pilots successfully completed the AOPA Air Safety Foundation's new online course on airspace changes. The course, which debuted on May 30, provides up-to-date information to help pilots cope with the plethora of different kinds of restricted airspace that have become common since September 11, 2001. Called "Know Before You Go," the fast-paced, fully interactive ASF program is free. Pilots who successfully complete the course qualify for a graduation certificate and may use that certificate for FAA Wings program credit. The ASF course takes about 20 minutes to complete, and includes an option for an in-depth review of traditional airspace divisions. See the ASF Web site [http://www.aopa.org/asf/know\\_before](http://www.aopa.org/asf/know_before) / From AOPA AIR SAFETY FOUNDATION NEWS Volume 5, Issue 26 -June 27, 2003

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### AND OUR WING SAFETY OFFICER SEZ

#### Safety Alert - June 2003

*By Col Larry A. Harrah, NMWGSO*

It is the responsibility of all pilots to be aware of all restricted areas, military operations areas and military training routes! I suggest that each of you review those hazardous locations in our operational area and stress the probable incursion results in the next Safety Meeting of your units! Alert your check pilots of any changes in location, particularly those temporary restricted areas associated with fires

that are occurring now in New Mexico. These can be viewed at <https://commerce10.pair.com/nflagg/e-firedog/tfr/jpeg/alb125.htm> for our state. This site is updated regularly with new information and shows all of the areas including the current military training routes.



## **Landing PIO's: Only the first one is free**

*By Capt John Lorenz*

Two plane-crunching accidents to relatively experienced friends in the last few months and a few personal scares while administering BFR's brought Pilot Induced Oscillations (PIO's) forcefully to mind recently. We don't usually get much information on how PIO's start or what to do about them because they're relatively rare, but they are real and they are nasty.

PIO's would be fun if they were an amusement-park ride, but since bent metal and broken bones are often involved, they are merely wild rides with unpleasant endings. Once a PIO starts, each successive oscillation usually gets worse until something solid abruptly stops the process. Landing PIO's can be vertical, where the end result is an aircraft nose-down in the dirt with, at the minimum, a broken nose strut. They may also be horizontal, where the end result is an off-the-runway ground loop, facing back the way you came. To give the moral of the story up front, once a PIO starts, cobb the power to the engine and get the hell out of Dodge because remedial actions with the controls, trying to correct the situation and salvage the landing, are usually out of phase. They augment the oscillations rather than dampening them.

The first side-to-side or up-and-down oscillation is free; the pilot and plane can usually go through one oscillation without damage. In one respect this is unfortunate because it's insidious. The absence of damage during the first swing leads the pilot to believe that the developing PIO is controllable. However, as the pilot

continues to try corrections the oscillations get worse, and serious damage is likely after the second oscillation. It is almost assured after the third one.

The first oscillation is the *warning* of more violent things shortly to come: you must *recognize* it as such and immediately initiate the go-around. Don't stick around for the show.

Vertical oscillations are the most common, typically after the pilot forces an aircraft onto the runway, often due to a flat landing attitude and/or a high rate of descent. The aircraft thumps down but then rebounds. It is now in the air but the flight controls are only marginally effective and it is not really airborne. Rather, the aircraft is in a ballistic arc and comes down to hit the runway nose-wheel first. This bounces the nose back into the air once again, rotating the plane abruptly on the lateral axis, and the second oscillation starts. This one is shorter and meaner, and the nose comes down more steeply, hitting the pavement with more force, and the cycle continues. During one of these bounces, usually sooner than later, the nose wheel strut breaks and the propeller starts chewing up prime airport real estate. Rather than waiting for this to happen, apply power after the first bounce and straighten it out or go around. Power gets you flying again and smoothes out the oscillations. However, be aware that if you jam the throttle forward in some aircraft types (for instance the Piper Cherokee series), the engine may hesitate and this is a bad time for it. You need full power and you need it as soon as possible: apply full power immediately but smoothly, over a period of two seconds per the placard.

A horizontal PIO on the other hand commonly starts with a misaligned touchdown or one with lateral drift. If the aircraft is drifting sideways or is crabbed at the point of touchdown, it will want to dart for the weeds. Small errors are self correcting on tricycle-gear aircraft because the center of mass is in front of the main wheels, but if drift or misalignment are

sufficient, even a tricycle-gear airplane can be made to swerve back and forth enough to ground loop. As the airplane starts its first dart to the left, the pilot correctly jams in right rudder but then usually keeps in full right rudder as the nose swings back across the runway centerline, and the airplane swings farther to the right than it did initially to the left. This is the warning oscillation---if there is any question about controllability, *GO AROUND NOW*. Power will straighten the aircraft out and get it flying again, away from stationary solid objects. If the go-around is not initiated, the second oscillation is quicker and tighter. This or the third one will put you off the runway in a cloud of dust and broken landing gear, or perhaps crashing into a taxiing aircraft that was not expecting company.

Not all bounces or crabbed landings lead to PIO's. Most of us have enough experience to know when we feel in control of a landing and when we don't, when minor additions of power or control corrections will suffice to straighten out a landing vs. when a go-around is required. The difficult part may not be so much in recognizing the loss of control of a developing PIO, but in doing so early enough and then in making yourself actually DO something about it rather than trying to ride it out.



## **NM WING HAS NEW STAN/EVAL OFFICER**

Lt Col Jerry Burton has been named Stan/Eval Officer for NM Wing. The appointment will be effective July 7 when Lt Col Jim VanNamee becomes the new squadron commander for Taos.

*Good to have you back on the team Lt Col Burton! Ed.*



## **New Command Patch**

Shown on next page is a graphic of the newly approved CAP Command



Patch that is authorized for wear on the military style flight suit and flight suit jacket. As you can see, it is designed using the same standards as the command patches used by the Air Force and reflects the CAP heritage going back to World War II.



### WILL SECURITY SCREENING X-RAYS RUIN FILM?

According to aviation attorney David N. Zeehandelaar of Philadelphia there is no need to worry! Zeehandelaar said, "It's perfectly safe to send film through the X-ray machines that check carry-on luggage." However, the Transportation Security Administration gives every passenger the right to request that his/her camera and film be hand-inspected. If you get an overzealous agent who wants you to open your camera, thereby exposing a half-used roll, ask him if you can snap the rest of your shots so you won't lose the photos already taken. But, whatever you do, **don't put film in your checked luggage.** The new high-powered X-ray machines used to screen checked baggage ARE capable of ruining film!



### OUR Declaration of Independence 227 years ago... *The Signers -- What brave people they were*

Have you ever wondered what happened to the 56 men who signed the Declaration of Independence? Five signers were captured by the British as traitors, and tortured before they died. Twelve had their homes ransacked and burned. Two lost their sons serving in the Revolutionary Army; another had two sons captured.

Nine of the 56 fought and died from wounds or hardships of the Revolutionary War. They signed and they pledged their lives, their fortunes, and their sacred honor.

What kind of men were they? Twenty-four were lawyers and jurists. Eleven were merchants, nine were farmers and large plantation owners; men of means, well educated, but they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured. Carter Braxton of Virginia, a wealthy planter and trader, saw his Ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags.

Thomas McKeam was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers looted the properties of Dillery, Hall, Clymer, Walton, Gwinnett, Heyward, Rutledge, and Middleton. At the battle of Yorktown, Thomas Nelson, Jr., noted that the British General, Cornwallis, had taken over the Nelson home for his headquarters. He quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt. Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.

John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his gristmill were laid to waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished.

Some of us take these liberties so much for granted, but we shouldn't. So, take a few minutes while enjoying your 4th of July holiday and silently thank these patriots. It's not much to ask for the price they paid. Remember: freedom is never free!



### JULY - REPORTS DUE ADMIN CALENDAR

05 Chaplains Report -  
05 Monthly Vehicle Report  
10 Aircraft Financial & Maintenance Reports  
15 Quarterly Safety Report  
15 PAO Report



### NM WING CALENDAR *- Always subject to change -* Official Wing Calendar Keeper Col Dennis Manzanares

#### July 2003

1 Taos Change of Command -  
Taos Council Chambers  
4 Independence Day  
12-13 CN Exercise - Santa Fe

12-19 SW Region Staff  
College -

KAFB  
19-26 NM Cadet Encampment -  
KAFB  
19-20 Flight Clinic -  
Alamogordo  
and Albuquerque

#### August 2003

2 Commander's Call/Wg Staff  
Mtg - Los Alamos  
2 Cadet Advisory Council -  
Los  
Alamos  
15-17 SAR/DR Exercise -  
Gallup  
25-27 National Board  
Conference  
Las Vegas NV



### 4<sup>TH</sup> OF JULY



### CELEBRATE AND BE SAFE!

**GOD HAS  
BLESSED  
AMERICA!!!**

G'Day